

# EDITORIAL JOURNAL BOX

5/79

EDITORIAL

Volume 28

Issue 135

First, the bad news! As you will see in the Secretary's Desk, we are going to have to revert to four issues per year in the endeavour to stay the inevitable day when we must again raise our fees to keep up with inflation.

There will be a further two issues this year, July/Sept No 136, and Oct/Dec No 137.

Hopefully, I will have caught up with the schedule by then, as this issue and the next will have been passed to typing early in July, when I start some of my long service leave. I will be back to work in September and I will be starting on the Oct/Dec issue as soon as I get back.

Remember that the Association's Competitions are to be judged in October this year. If you are entering, get your entries to the NSW Branch Exhibition on 28 or 29 September, and they should be judged and ready to pick up on Monday 1 October (in the afternoon). How about a few entries for the Candemah Cup this year?

Rex Little  
Editor

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## FRONT COVER

A 38 and 32 class run on the A.M.R.A. NSW Branch's Techhole Tunnel layout at the Sydney Exhibition, 1978.

Photo by Jack Parker

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# THE SECRETARY'S DESK



Some time ago we had a query whether a member of the Ladies Auxilliary would be eligible for a position on a committee. The C.O.M., after some study of the Constitution in its present form, gave an answer in the affirmative. Apart from the fact that Ladies Auxilliary members do not receive any literature, they have the same rights as other members. So, at future A.G.Ms., look out boys.

The present cost for each issue of Journal is about \$850, plus the typing and \$100 or so for postage. Thus we are faced with two possibilities - either increase the fees to keep up with inflation or reduce the number of issues per year.

The Committee of Management has decided that the latter is the best course, so commencing from the July issue, we will be producing the Journal quarterly.

This should give the Publishing Committee more time to get each issue out at the stated times, providing the Printers co-operate a little better than they have of late. This is something that I am sure we will all be pleased to see.

Some of you are possibly members of other groups or societies, and will be aware that we are not alone in our problems of publishing House magazines. As things stand at present, there is no sign of costs stabilising in the foreseeable future.

I would remind all you modellers of our intention to hold the Modelling Competition in conjunction with the NSW Branch Exhibition in Sept/October this year at the RAS Showground. Entries in the various categories will be received up to midday on the Saturday. We hope that by holding the Competitions at this time, there will be some inter-

state entries brought along by those members who arrange to visit Sydney at this time.

If you have a scratch built locomotive or rolling stock (goods or passenger) or kit rebuilds, or lineside structures, then trot them along, and let them be admired by thousands of spectators.

Some day we may get some clues as to why we lose a percentage of members each year.

A few do write and say that 'School' or 'studies' or 'lost interest' are the reasons, but a lot just fade away into the unknown. Then again, I think that this is the case in many an organisation. It could be that it is the 'givers' who stay and the 'takers' who depart. I know that the NSW Branch has work in progress on four layouts of N, HO and O gauges, but the numbers of experienced hands who attend the work bees are not sufficient to cope with the learners. That again is a common story.

I attended a weekend convention at Wentworth Falls, and found it quite enjoyable, quite accessible, and also light on the pocket. Yet there was room for more to attend. I hope that the Hobson's Bay one, as outlined in the December Journal, evokes more response. There is another one planned for Sydney on the first weekend of November 1980 at Macquarie Fields. There is a limit of 60 for accommodation, with first preference going to country and interstate visitors for the overnight accommodation.

For those who like to spread the wings, there is another convention in Christchurch NZ over Easter 1980, and if that is not far enough away, there are a series of tours of England of railway interest, the highlight of which



is a cavalcade of steam celebrating the opening of the Manchester to Liverpool railway. Details of the tours may appear in this Journal, so start saving the cents, and make it to one of these events.

Having attended the second model exhibition staged by the Queensland Branch, I must congratulate those responsible for the show. The improved trade and club support was very noticeable this year. It will be interesting to see what the 1980 show will have to offer. I think that these exhibit-

ions are not only good for the hobby, but also for the clubs themselves. In most cases there is a tendency to upgrade the standard of their layouts, if nothing else. When one looks back to the somewhat slap-happy approach shown by some exhibitors in the early days, compared to that which is seen today, one can see the differences standing out like neon signs. Which, of course, is all to the good, and creates a better impression with the cash customers.

Norm Read

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## ANATOMY OF A BRANCH LINE: Part 1

By Big Jim

To any modeller seeking inspiration for items to furnish his layout, it is probably superfluous to say that it is as close as the nearest railway tracks. Anyone can go to the local station or take a ride on a train, yet not necessarily find what they may be looking for. In some cases this is probably due to the fact that they do not really know what they are looking for, or, again, they do not know how to look.

One way of being sure of extracting the maximum form and lineside expedition is to note what there is to be seen and to analyse it so that it can be established if any particular item in the railscape or any feature of it has something wanted or needed. By this process, not only will a modeller be sure of finding whatever he's looking for (if it is there), but it is quite on the cards that he'll find out an item or two about the railway that he didn't previously know, thus adding to his general knowledge.

As an example of this approach, the writer offers his own local line and what there is on it, as he sees it. It is a typical suburban line, only one of many such. It has a fair amount of variety, being part single, part double. It has old bits and new bits. One port-

ion has quite a rural atmosphere, another is quite built up. At the time these notes were being compiled, the process of electrifying the branch was going on. However, for the purpose of the moment, this will not be considered. Masts and overhead appear in some of the pics, but they can be ignored. Some of the improvements in the civil engineering line will be touched on.

The line is that branch of Queensland Government Railways from Bowen Hills to Ferny Grove, running through the north east suburbs of Brisbane. The fact that it is 3'6" gauge makes very little difference. The process of examination for modelling potential is not determined by a single dimension, and it's the process that we are with here. Items dealt with are described just as they are, but in general they show quite normal railway practice for other places. It is up to the searcher to decide what, if anything, that he sees in his own analysis suits his purpose or has any aspect that suits his plans and ideas.

To set the ball rolling, here's a brief description of the line. Taking off from the northern main line at Bowen Hills, it runs for some 13½ kilometres to a set of stop blocks a couple of hun-



dred metres beyond Ferny Grove station. It used to continue to the small country township of Dayboro'. 'Twas a few miles out on this closed section at Camp Mountain, that one of the worst rail accidents in this part of the world occurred. A picnic special ran out of rails on a sinuous stretch of the line, spreading itself on the surrounding countryside with dire results. Double track extends from the junction to Mitchelton. At one time, it only went as far as Newmarket, being extended in the 50s. The stations on the double section are both island and double platformed. Character changes a little from Newmarket. To there, the earthworks seem a little heavier to preserve a better gradient profile. Beyond, the line has more of the country branch about it as the earthworks are lighter, the gradients shorter, steeper and more frequently changing, and the curves appear sharper. It seems to follow the ground more, as with a lot of economically constructed lines. The earlier scheme for modernising Brisbane's suburban lines which was aborted in the 50s may have envisaged further doubling, as the stations at Oxford Park and Keperra are brick built in a modern style and could accommodate two tracks through. Keperra does, in fact, have an infrequently used loop. Oxford Park has but one track, although that has not always been on the side of the platform that it currently occupies. In spite of the rumours that come and go among the local population, it is doubtful if any more track will be added. Even less likely than more doubling, is the oft mentioned reopening to Samford, which has become a dormitory suburb of the city. So - as the stations and other features are, so will they remain.

These notes are offered in parts, matching the outings that the writer had to collect them.

Who would like to take an imaginary walk along the line with me? We'll start at those stop blocks. They are the usual round wood stump type. A couple of hundred metres along and the

track divides into three. Between two of them is set the single island platform of Ferny Grove. The third is not in regular use, and is considered a siding. At the city end, beyond the crossover, it extends a short distance to another stop block. This spur is occupied from time to time by a Camp Wagon and accompanying tool vans. The station building is simplicity itself, consisting of a waiting shelter with one small room. Along the platform is a tiny cast iron toilet. One concession to modern times is the electric lights on the platform. Although the station isn't much, it does a good trade. To accommodate the patrons who 'park and ride', it has a car park on each side of the line. The residents of the neighbourhood have been promised a new station, but, like tomorrow, it is still on the way.

A few metres off the platform end is the first level crossing. This is as plain as can be. Cattle grids are provided, made of welded steel sheet. Wooden side rails, a standard 'railway crossing' sign and a STOP sign make up the ensemble. In common with most other town crossings, the road bitumen surface is made up to rail level and includes check rails. Trackside here is quite rural with plenty of greenery.

Close to the terminus is a watercourse which, typically, has very little flowing in it for most of the time. In fact, it should be called a grass-course. But at times, after one of Queensland's downpours, a large volume of water needs unhindered movement. To allow this, a long low trestle of eleven spans had been provided. The main trickle is over to the western side, so the configuration is like the diagram. The embankment ends are retained by concrete slabs and pieces of old rail.

Another hundred metres or so along, further water flow relief is provided by a recently installed multiple concrete culvert. This pierces the low embankment with seven pairs of openings, about three feet square. The culvert is also concrete floored.



For the lazy, it may not be necessary for these last two items to be modelled in full and strict accuracy, since, for most of the time, they are almost completely hidden by a luxuriant verdant growth, often up to rail level. If anyone has a good way of representing tall green grass, a lot of the trestle and culvert need only be suggested. After rain, the grass is flattened with the passage of water and they are revealed in all their nakedness. Take your pick!

These are closely followed by the second level crossing. This is where the main Samford Road crosses the line at quite an acute angle. There are the usual grids and rails and signs, but this time with the addition of flashing lights.

Carrying on towards town, we're on to the longest stretch between stations on the line. For most of the distance to Keperra there is a golf course on the north side and recent housing on the south side. There are plenty of trees about and this stretch is very pleasant.

As we approach Keperra, the line divides for the station loop. It has recently been extended at this end, so the track has a newish appearance. The platform sits between the tracks towards the eastern end of the loop. There is a recently introduced evening peak hour train that reverses here. Signalling is simple, just one stop signal each way at the approaches, preceded by a warning board. Points are trailable, I think.

The station building is a legacy of the earlier modernisation plan. It is built in a similar style to the stations on the four-track section west of Brisbane. It is of a square shape in brick and concrete. The roof is flat and extends straight out over the platforms, there being no separate awning. There is no footbridge here. Access to the platforms is by a ramp sloping down from the road overbridge. Construction of these is straightforward from our point of view, being all straight lines. The road bridge is flat decked with almost

vertical wing walls to the abutments. The ramp is a fair length, a thin concrete slab supported on several RSJs set vertically. Railings and parapets are of angle iron and/or pipe with heavy wire mesh.

Because of the straight lines everywhere, this sort of station would be the ideal for a newcomer to try. On the other hand, it would be a 'quickie' for the more experienced modeller.

After the overbridge the line reverts to single. An 'S' curve brings the branch to another level crossing at Dawson Parade, Grovely. Angled and with flashing lights, there's only about half a dozen sleepers to Grovely station platform. This is the only true single line station on the branch. Platform buildings are basic, but they don't have to be anything grand. No one stays there very long. Between the platform and the parallel street, starting at the main road end is a parade of shops. These would be easy enough to represent in model form, as they are not anything beyond the ordinary, and typical of such all over Queensland. Next to them is a fairly large car park. At the town end of Grovely station is a substantial station house.

A sharpish curve through an earth-sided cutting and we're on the way to Oxford Park. Just before that is a short embankment, pierced by a three-span timber bridge. This does not need a lot of description, just a picture. Dimensions for a model can be worked out to suit the model site. The underbridge joins roads that run parallel on each side of the track at this point.

Oxford Park station shows a similar origin to Keperra in its brick and concrete styling. The platform is reached by subway from the road on the south side which is well above rail level. This subway surfaces in the station buildings. Normally, I suppose, a footbridge would be expected in this sort of location. It would appear that double track was, at one time, intended for this station as the platform is obviously of island design with two faces. Track at present



occupies only the south face. It was transferred, for a while to the north face, while track consolidation works were carried out. Of course, in a model it would appear combined with a foot-bridge and two tracks!

Along this stretch the formation is very wide, which could indicate that twin track has been intended at some time. A road runs at each side of the track, but no houses back onto the track. They come together at Glenholm Street level crossing, with three others. There are the usual grids and rails. There is a veritable forest of flashing lights, pointing in all directions.

Just before the crossing is the fixed distant for Mitchelton. Have never been able to find why it's fixed. Anyway, it would be all right in a model where so many signals don't work.

Just before Mitchelton station is another culvert. This only shows on one side of the track, as the watercourse is covered on the other side where it

goes under a house property. The creek bed is fairly deep and wide and is well vegetated. It bends as soon as it emerges from under the line. I would not expect anyone to model it in true representation of the original, but it could be one way of filling in a little lineside space.

Most of the items that we've passed in this stroll along the line so far, can be modelled quite easily. The conventional materials such as wood, card and styrene can be used for the buildings etc. The bridges built of timber in the round can be represented in various small sizes of dowel. Perhaps a purist may decide to search out some straight twigs in preference, so that the round straightness is not quite so evident.

The photos with these few words are more descriptive than a lot more pages.

With the Editor's permission, the next bit will be about Mitchelton Station, which is quite worth considering separately and at leisure.



Concrete culvert,  
Ferny Grove





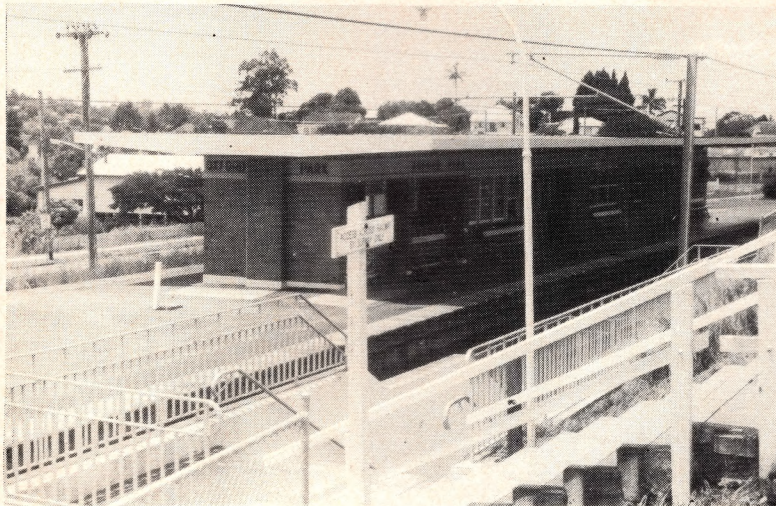
Timber trestle, Ferny Grove. Note detail - old rails holding abutment slabs

Ferny Grove - East end. Level crossing detail - grid, wood rail, stop sign, old wood louvered tool van, also note rustic surroundings



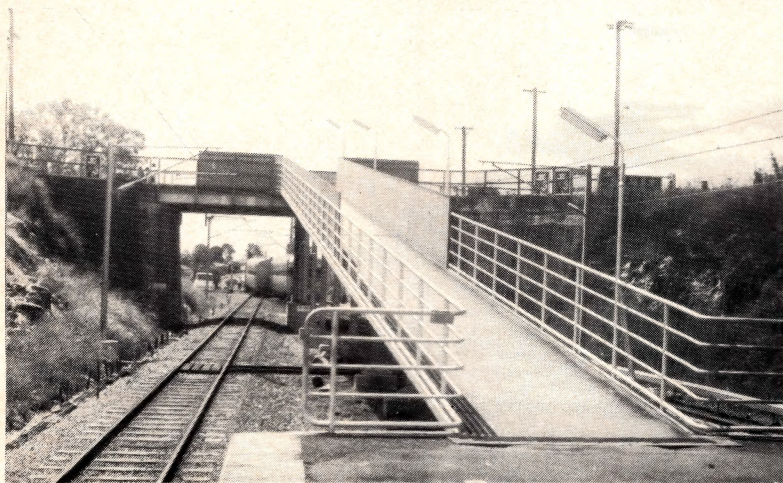
Glenholm Street level crossing. Note detail - wood railing, flashing lights pointing in several directions, relay cabinet, pipe and wire mesh boundary fencing





Oxford Park Station  
Note: Roof over steps  
up from subway

Mitchelton Culvert  
and well vegetated  
watercourse

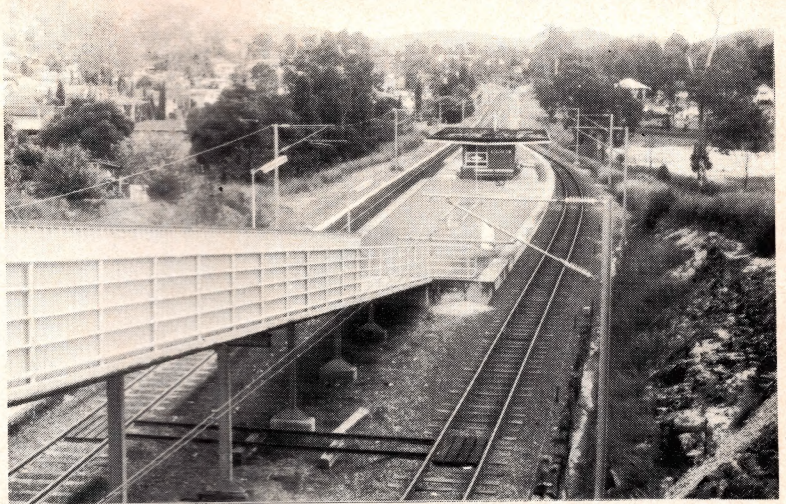


Keperra Station Bridge  
All simple straight  
lines. One type of  
standard lamp.  
(half of the two-car  
rail motor couldn't  
make up its mind at  
the points)



## Keperra Station

Note: Ramp detail,  
permanent way trolley  
rails

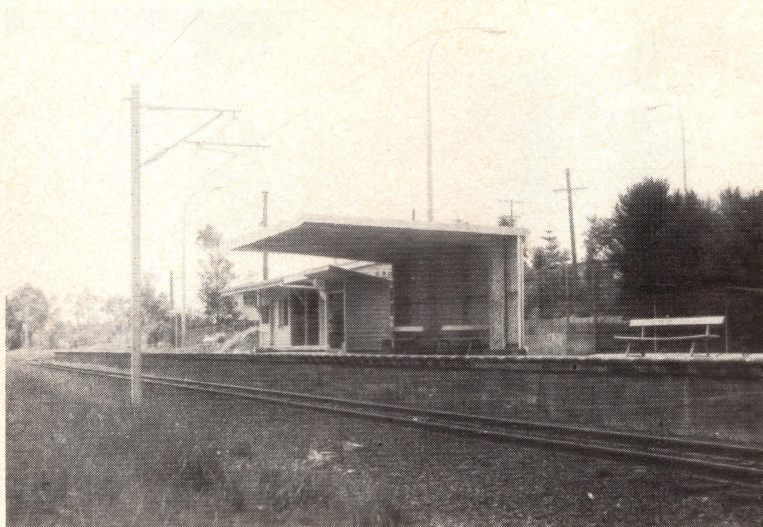


Ferny Grove, west end  
Primitive accommodat-  
ion

Three span timber  
bridge, Oxford Park.  
Concrete slab abut-  
ments







Groveley Platform  
Simple cantilever structure. Note: High street type lamps over car park

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# ST. HELJAN CITY: PART 1

## Capital of The Sovereign State of St. Erics

by Eric G Watson

Technically my New Type Model Railway Mk111; this layout is so large its size cannot be estimated, yet is still suitable for a 9-5 hobby. So comprehensive that anyidea, interest, hobby pastime, item or kit can be included at any time so long as it results in a legitimate addition to the scenic or transport themes.

Built by the 'Aladins Lamp Method of Model Railway Construction' - new



Photo 2 A church from the Faller 1244 kit

layouts for old for a few minutes work any time you want one for the next 30 years. One application of this can be seen in the treatment of the church in photographs 1 and 2, and in the back-grounds.

This combines a Polar B651 station and A Faller 2291 N gauge kit, Pola accessories used for the roof garden. Hedge strips used to disguise the platform edges.

The centre tower partly shown is the 27 storey Model Railway House, which in turn connects to the large and glorious Glen Iris International Hotel.

The four photographs were selected to allow notes on the four backgrounds to be added. Photo 1 is a Faller background. Photo 2 is a calendar photo (Fred Sivilas Journal 126). Photo 3 green canvas - Faller background being prepared for this section now. Photo 4 shows what is now quite a spectacular background.

The background in the photo is flanellette stretched tightly over masonite. Theoretically if sandpaper is glued to the box tops they should adhere - however some were too heavy. The idea though could have possibilities as one could rearrange or swap tops or whatever and other experiments may be tried later.

A new background is being prepared with the box tops glued to masonite, and is quite spectacular. These two ideas are not suitable for photographic backgrounds, although excellent for normal viewing. They are swapped for Faller backgrounds. These are individually mounted on masonite as follows. Kodak dry mounting tissue is used, cut into strips to go around the edges.





Photo 1 The St Peters Hotel/Motel



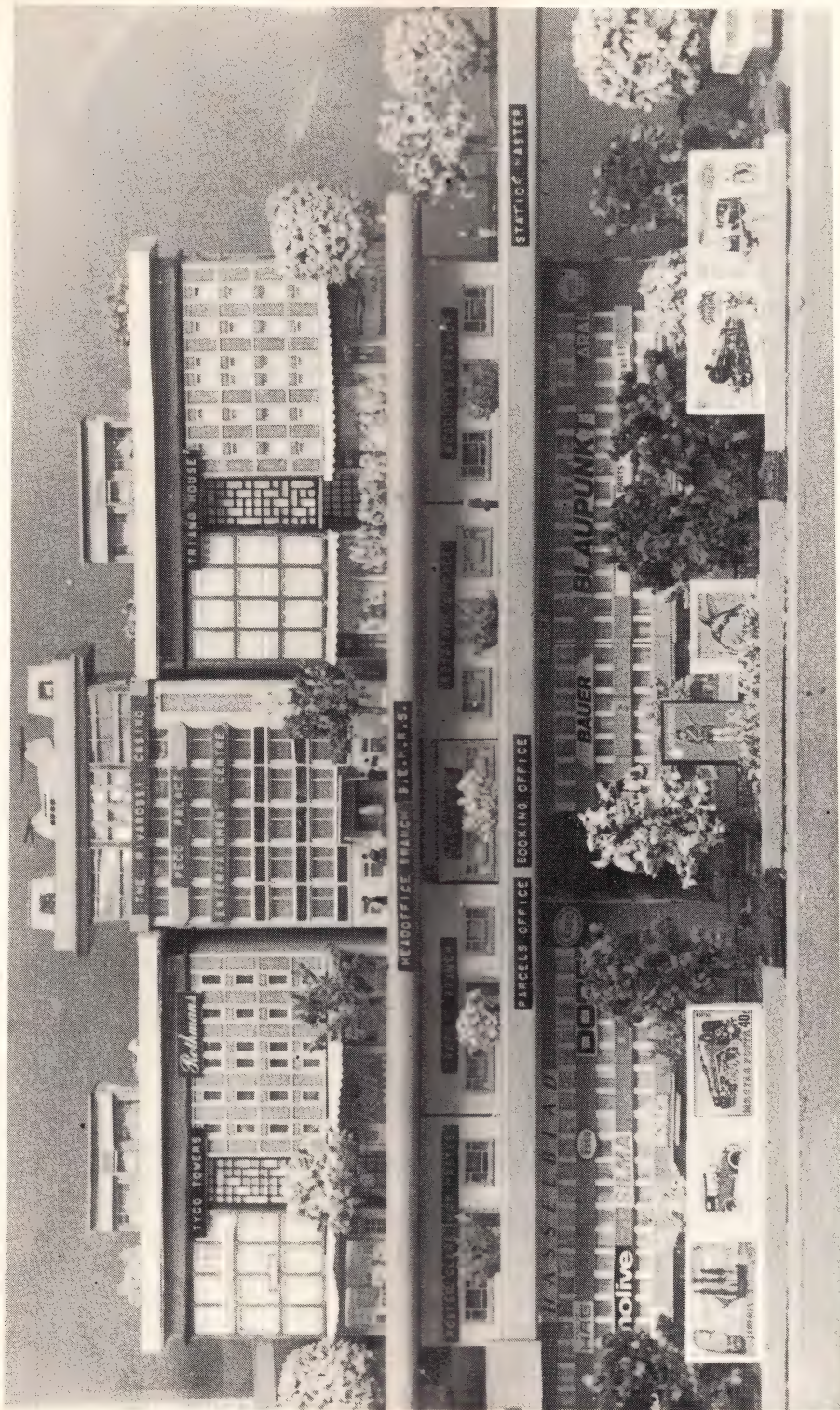


Photo 3 A trial run in constructing the St Heljan (ex St Gordon City) City Station Complex. As shown, the whole arrangement lifts apart and is at present being redesigned. You will note the roof top heliport of Helico the air bus people, and the display of stamps by the St Erics Philatelic Society in the park



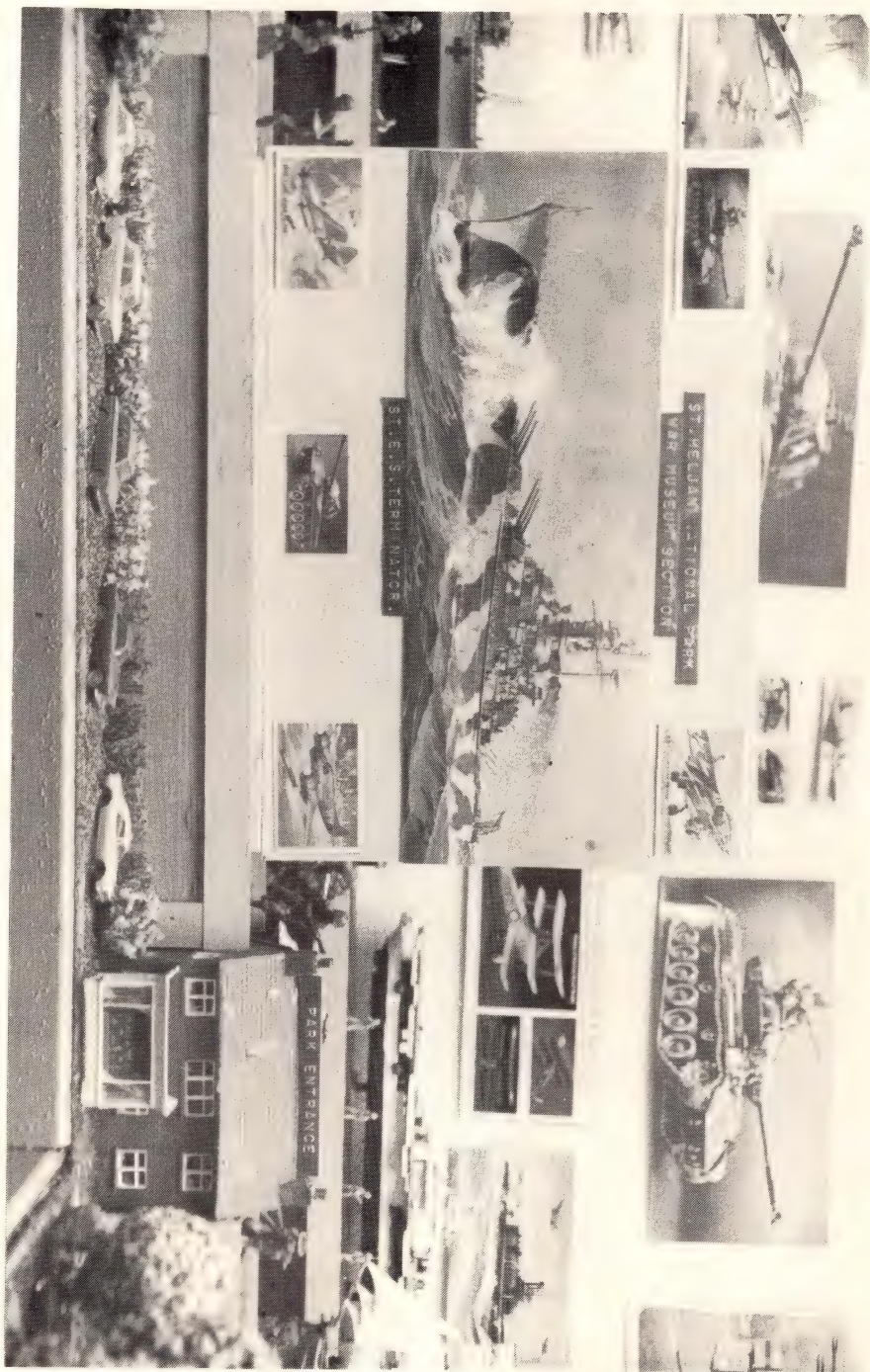
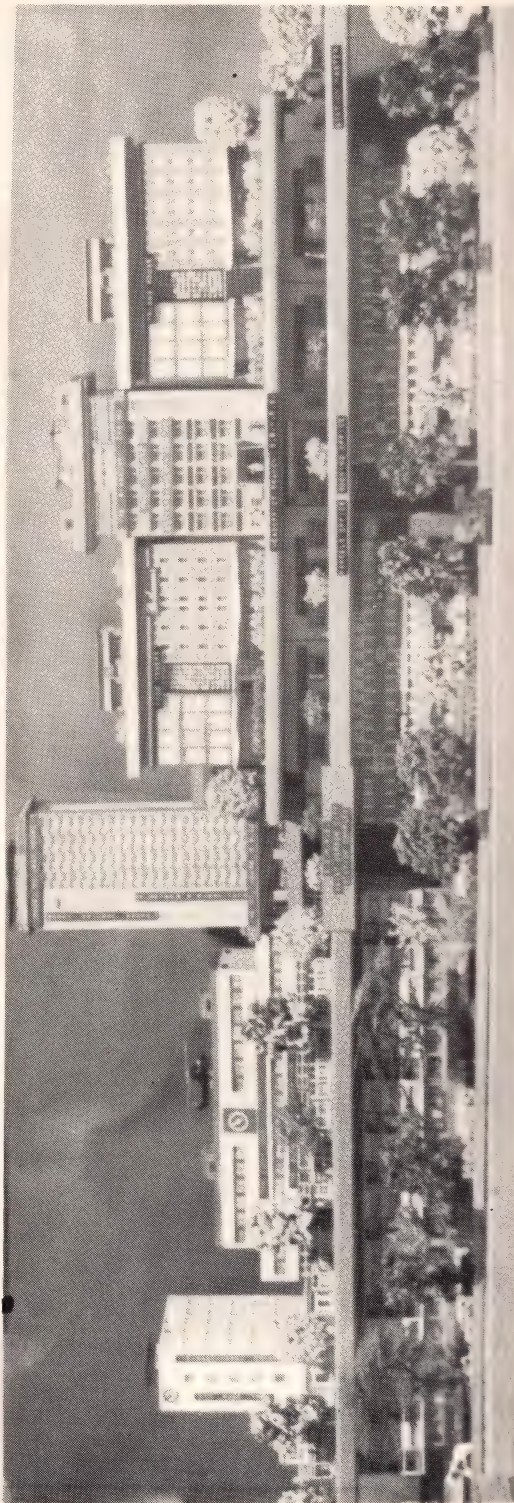


Photo 4 Included for interest only,  
to show the treatment of the park en-  
trance sign (swapped for the aircraft

carrier destructor when suitably admired  
by visitors), on the war museum back-  
ground





The background and tissue are pegged (using pegs what else?) to the masonite. The background is then covered with brown paper (never ever use newspaper), and ironed with an iron set for silk, removing pegs as you go. These backgrounds fit between scenery and the wall. The calendar photo was similarly treated.

A fifth photo - probably not suitable - is included showing the original set out of the whole of the complex in photo 3.

The whole layout has undergone considerable reconstruction over the past 12 months and it is hoped will soon be ready for more photos to be taken.

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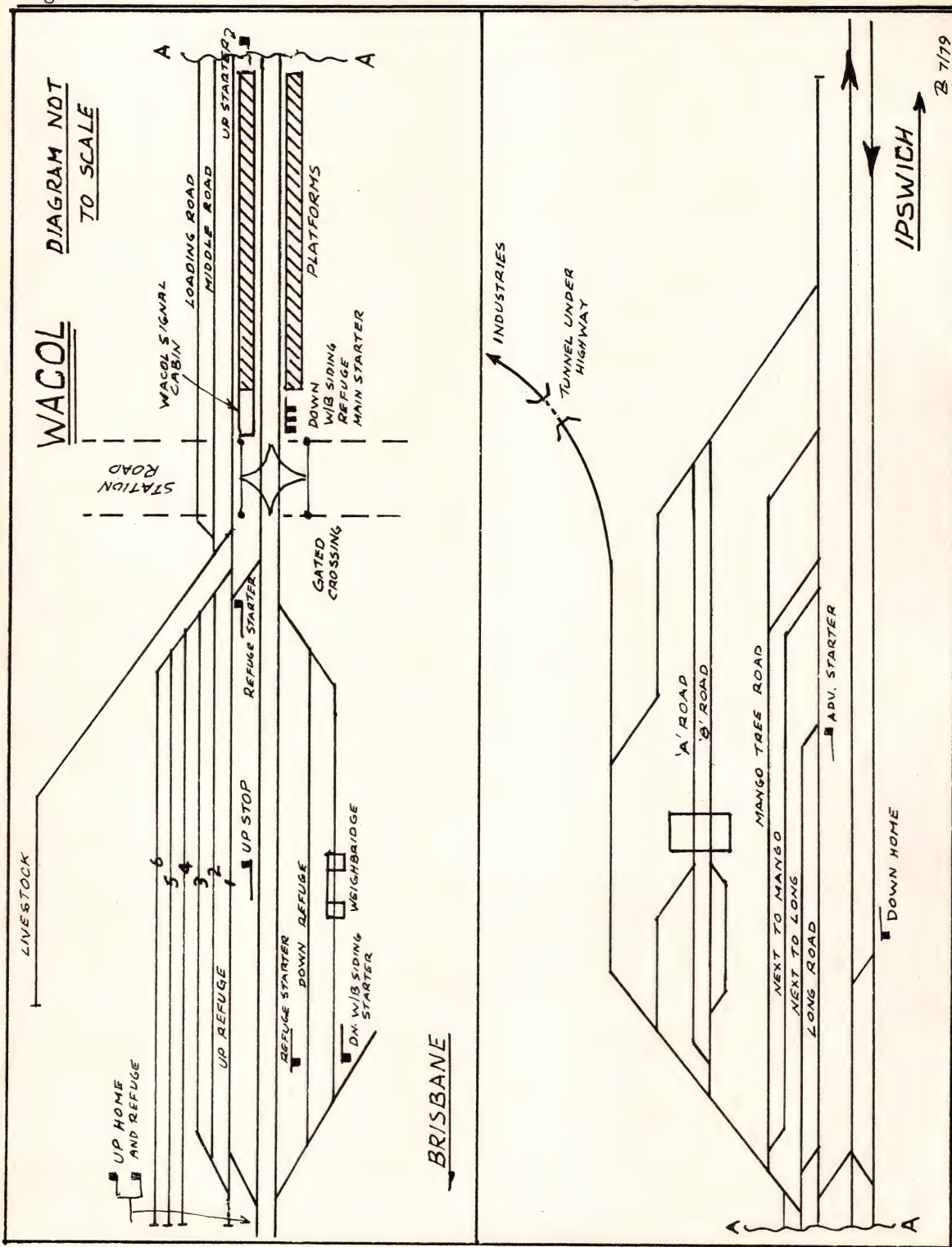
## WACOL

by G Ward

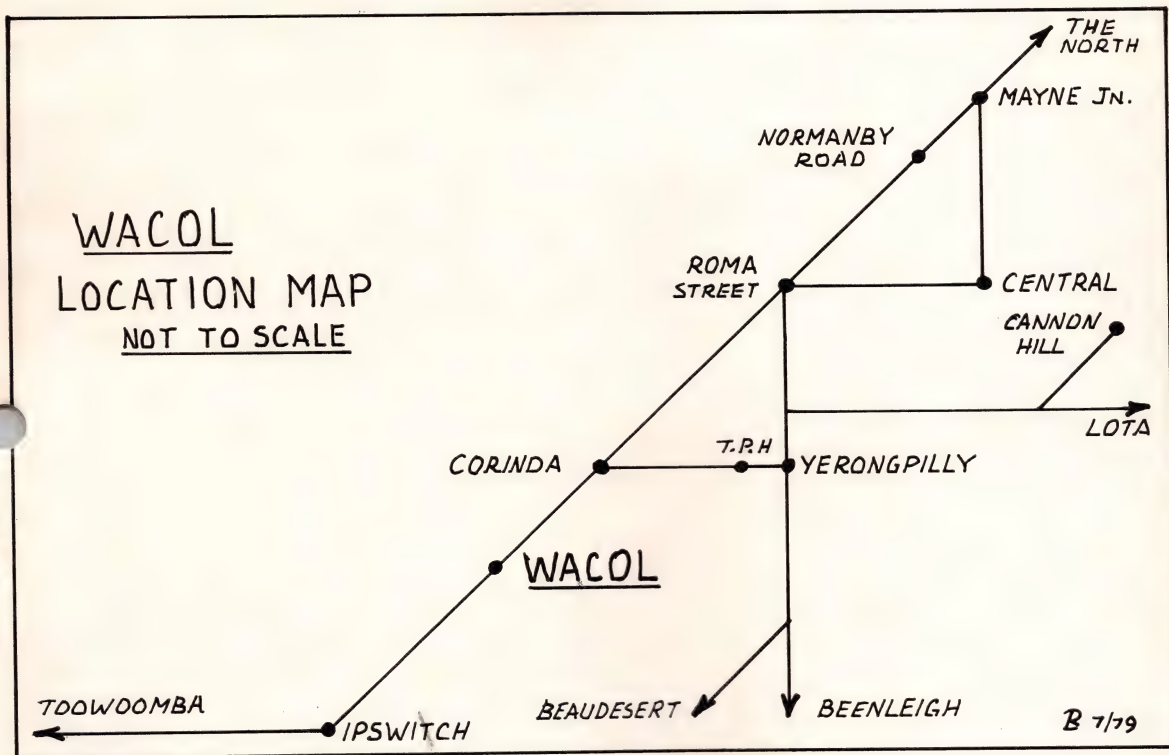
Most passengers travelling the Brisbane to Ipswich suburban trains would spend less than one minute at Wacol and think nothing of it. But from a railway point of view, it is, or was, a fairly important place as with so many other suburban yards. Wacol can be divided up into six parts, consisting of a six road storage yard, a siding to the industrial estate, E.P.T. Depot (E.P.T. are contractors for the Brisbane electrification) and adjacent sidings; the loading road is right behind the station buildings and last the weighbridge road, down refuge road and stock ramp.

As Wacol is open 24 hours a day, the storage yard is very handy and is used at times when other yards are full. It is quite common for a train of containers, grain, fertilizer or full/empty stock trains to be stowed in the yard. Behind the station, the down refuge and weighbridge is the hub of activity. This is where trains from the west either shunt some wagons off or stow their train. In season, 'stockies' detach wagons and remarshal to go to such places as Beenleigh, Beaudesert or Cannon Hill.









Although Wacol has only four shunt trains a day, it is possible to see up to four trains in the yard or on the main waiting to go in. Wacol is fairly difficult to shunt, mainly due to the interlocked level crossing gates. When there are cars crossing the tracks, the gates are across, blocking the main lines. The sidings also cross the road and when shunting is in progress, the shunter must stop all cars by hand signal and let the train cross to shunt other sidings. For other information, see diagram.

The industrial branch starts just after the E.P.T. shed and continues for 1.6 km. The line goes down a steep grade into a tunnel, over a level crossing, a bridge and another level crossing to where a run-round is laid and two or three sidings branch off. The line continues over another level crossing into a steel works where some of Q.G.R.

and N.S.W. wagons are built. 'Redcomb' in on another siding off the run-round road and 'Rumeuite' on yet another; they produce stock feed and their intake arrives mainly in four-wheel wagons. Travelling back to the station and down the stock siding, we come to the yards controlled by J C Hutton P/L. They can unload six wagons at any one time. The siding itself can hold 15 wagons and is a dead-end. This involves a complicated manoeuvre so that trains can shunt there and return to Brisbane. Just over the main line is the weighbridge road. Train loads of coal for Tennyson power house, Cannon Hill meatworks and the Princess Alexandra Hospital are weighed there. Trains over the weighbridge travel at no more than 5 mph.

Well, in one minute you've seen the lot ----- or have you?

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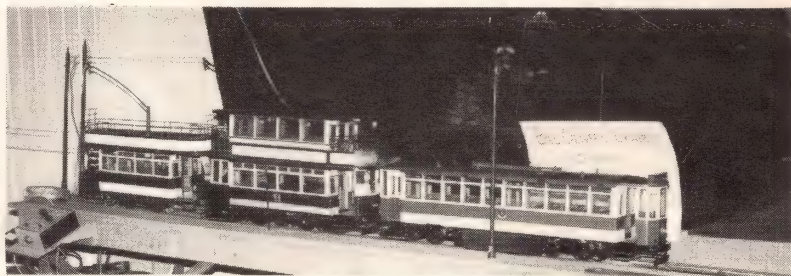
# QUEENSLAND BRANCH EXHIBITIONS

## LANG PARK — LABOUR DAY WEEKEND 1978



Scenic North American, by Union Pacific Model Railroad Club. Essential atmosphere well captured

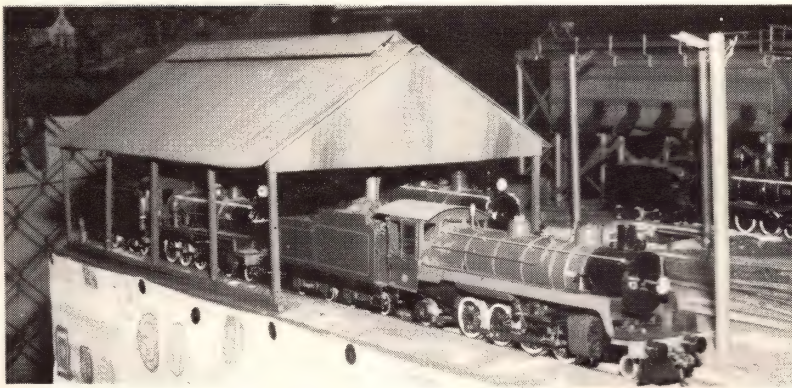
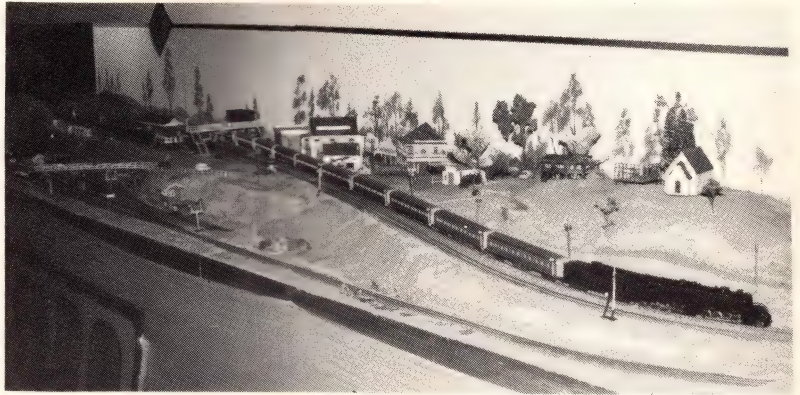
UK nostalgia in a fairly big way



BW's trade stand surely puts the message across



Overseas visitor to  
AMRA Queensland layout,  
standard gauge division  
Re-sleeper in pro-  
gress on the 3'6"

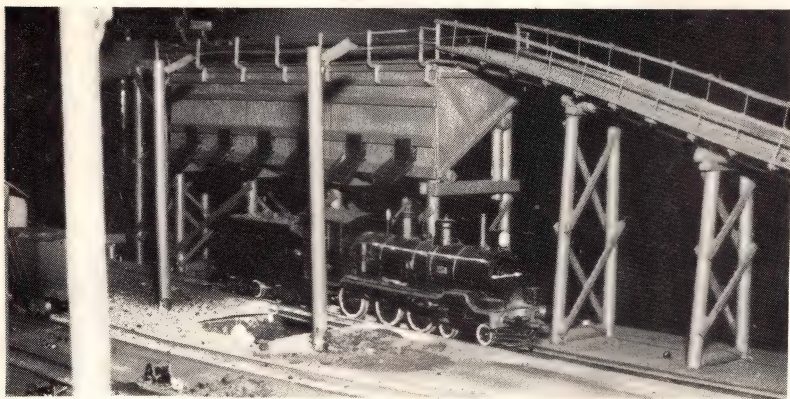


Steve Malone's Motive  
Power Depot. Proposed  
CC17 1061 in front with  
C17 974 behind.  
Unfortunately 1067 re-  
mained only a proposal

Steve Malone's M.P.D.  
That working coal stage  
was worth watching

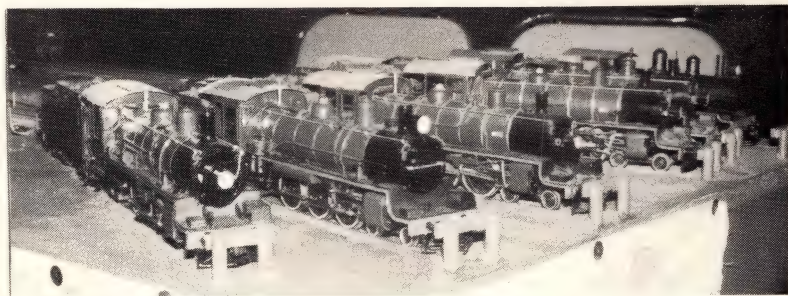






Steve Malone's M.P.D.  
PB 15 486, owned by  
I Pringle, built by  
S Malone

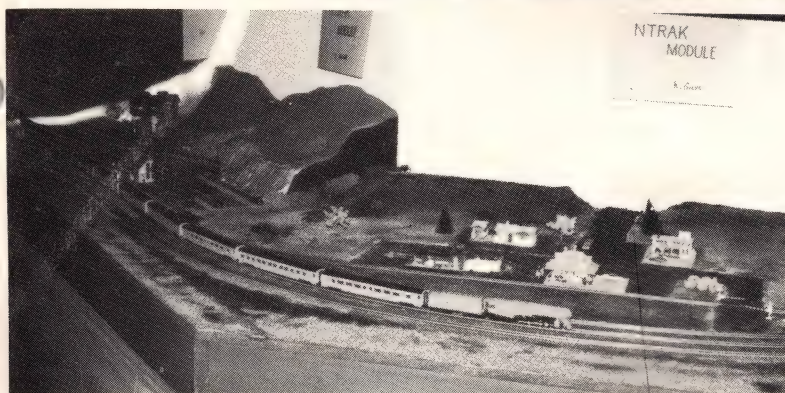
Steve Malone seems to  
be well on the way to  
getting his own version  
of Redbank. Left to  
right: BB18½ 1079,  
BB18½ 912, BB18½ 1088,  
BB18½ 1078, BB18½ 842,  
B15 54



This loco would have to  
be a long way from home  
It would take a few VJs  
of coal to fill that  
tender

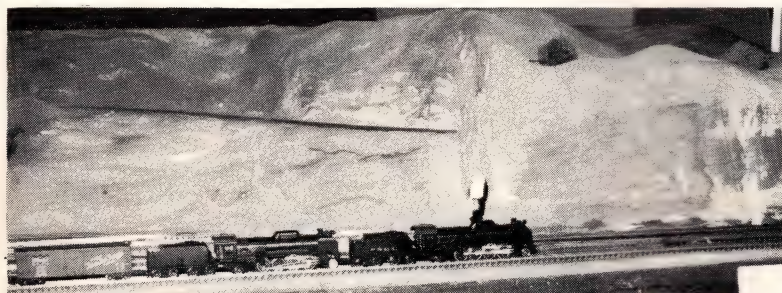


J & J Hobbies' NTRAK module



K Giles' NTRAK module  
American atmosphere in  
N

More N gauge



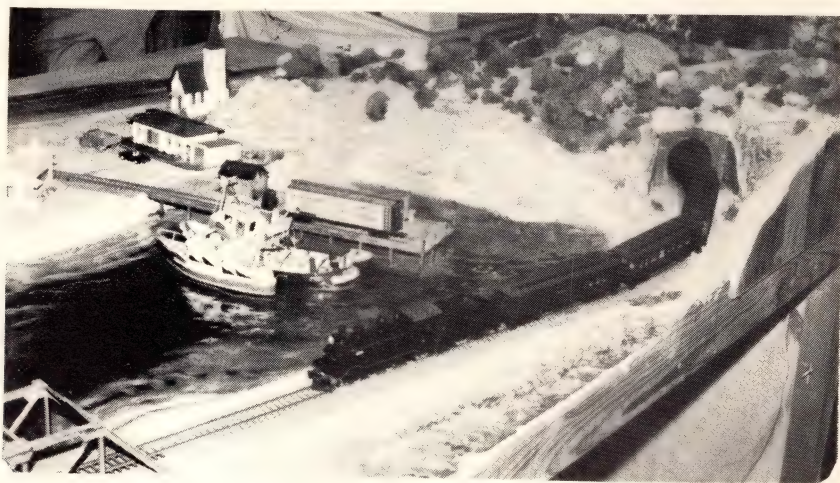
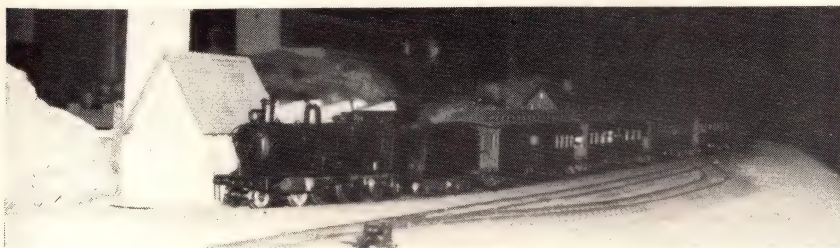
More North American at-  
mosphere. This time  
rugged - in N



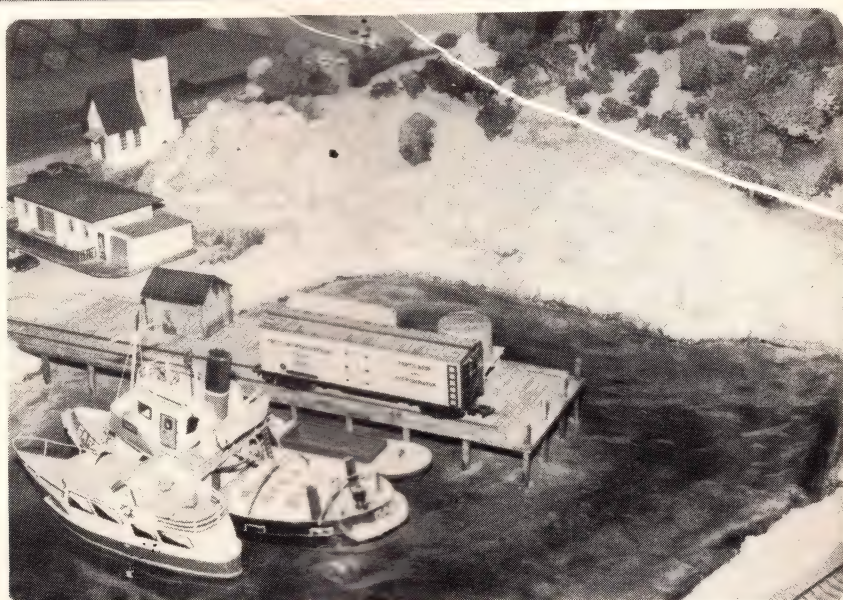
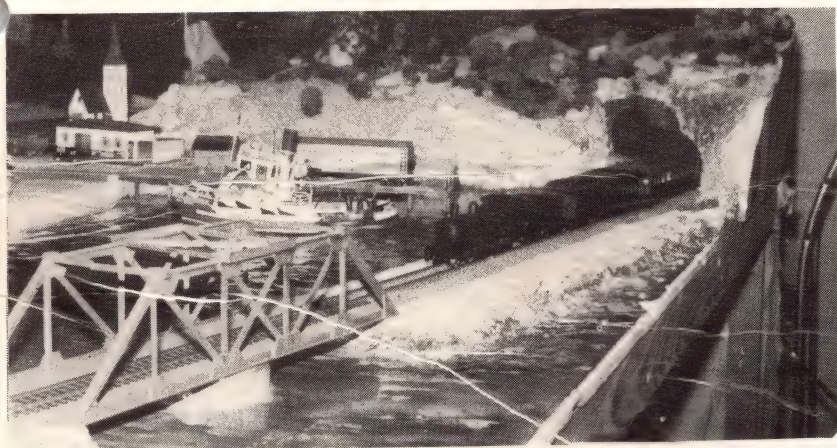
## BRISBANE CITY HALL HOBBY SHOW — NOVEMBER 1978

This was a small layout, built by Queensland Branch members, to particularly demonstrate scenic techniques. The pictures really do not do it justice.

Models chosen to run on it are also very good. The locos are Arthur Robinson's C32 and Steve Malone's PB15. The vessels got there because the bridge swings.









# BRANCH NOTES

## QUEENSLAND BRANCH NOTES

The Queensland Branch is still alive and well, and looking forward to a prosperous future. Since my last note in the Journal, the number of issues has fallen behind, but I guess that is an old hat by now. If the way our ordinary meetings are held is any indication, the decisions being made are becoming increasingly difficult because of the larger interest in the club, and having to cater for a wider variety of modelling interests. However, persistence will prevail, and the obstacles will be overcome. My condolences and best wishes to the C.O.M.

Back to the tracks. In the last year, the Branch has been involved in many activities, and due to the hard work of some, many have been pleased. By far the greatest team effort was the May Exhibition, in which everyone became involved to the success of the show. The gate was pleasing, as was the increase in the number of displays. Next year, another venue may have to be found, if the increase is proportionate. We were pleased to see the many interstate visitors, and the invitation is extended once again. As you may have read in Journal 130, the November Hobby Exhibition, and opening of the cross-river Merivale Bridge rail link, went off with weather only Brisbane could offer - early rain (but when else do you pitch a tent?) followed by burning sunshine.

The Christmas party went well again in the brilliant weather pattern, and those brave enough camped out at the glorious Border Loop. Here again, the attendance was better than last year. Back in the new year, all hands to the wheel in preparation for the May Exhibition. Once again, thanks to the excellent coverage of TV and radio, and the hard work of members, the success

came. This time the weather was very kind to us.

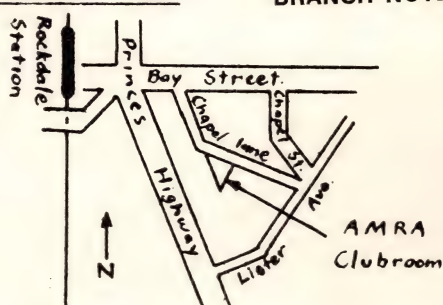
At the Annual General Meeting held this year, all positions remained as before, with the addition of A MacLaughlin as a second Vice President, and the new position of Exhibition Committee Chairman, to which yours truly was 'volunteered'.

### Coming events

- |              |   |
|--------------|---|
| 1 Sept       | Annual auction. If this is published in time, details are available from the Secretary, 32 Wana Street, Sunnybank, Qld 4019 |
| 12-17 Nov    | Annual Hobby Exhibition in the Brisbane City Hall   |
| 3-4 May 1980 | Model Railway Exhibition during the Qld long weekend)   |

R Walters  
Branch Reporter  
**BRANCH NOTES**

## NEW SOUTH WALES.



## NSW BRANCH NOTES

The big reminder this issue is for the 1979 Exhibition. This year we will have 2 halls, 40 stands, the biggest in Australia - but only with your help. There is no need to emphasise the importance of manning the exhibition. The above details mean that we will virtually need two of everything. The organising committee must have as



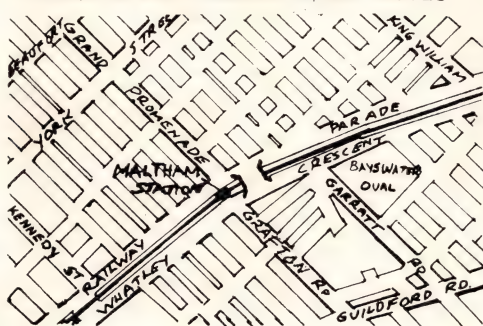
much assistance as possible to ensure the success of the exhibition.

The Branch will possibly be displaying at least three layouts on which members may run and display their stock. Working bees have been established in our program to scenic the N gauge layout, and to refurbish the Hawkesbury layout. These have been included so that members can learn at first hand, the methods used for the best effect in scenery, etc.

Don't forget to bring along your models for the modelling competition. As a reminder, the dates are as follows:

Friday 28 Sept	10 am to 10 pm
(setting up stands)	
Saturday 29 Sept	10 am to 8.30 pm
Sunday 30 Sept	10 am to 6 pm
Monday 1 Oct	10 am to 7 pm

#### WESTERN AUSTRALIAN BRANCH NOTES



At the Annual General Meeting, held at the Clubrooms on Monday 7 May, the following office bearers were elected:

PRESIDENT	Ted Thoday
VICE PRESIDENT	Tony Gray
SECRETARY	Laura Hartman
TREASURER	Craig Hartman
COMMITTEEMEN	Jack Eagles
	Simon Mead
	Arno De Smalen
	Stephen Fuller
	Graham Watson
	Simon Mead

BRANCH REPORTER  
BRANCH LIBRARIAN

We welcome Laura to the job of Secretary, the second member of the fairer sex to have held this position.

The judging of our first Open Railway Modelling Competition took place at our Clubrooms on 28 April.

Due to a couple of last minute withdrawals, we received 36 entries by 12 entrants, in 5 of the 6 categories. Not surprisingly, we did not receive any entries in the Scratch Built Loco category.

#### RESULTS

##### LOCOS : KIT BUILT

First	Ted Thoday	White metal kit of a GWR 4-6-0 Manor class loco
Second	Ted Thoday	White metal kit of a GWR 72XX tank loco

##### ROLLING STOCK : SCRATCH BUILT

First	Gavin Stallard	FMC covered hopper
Second	Gavin Stallard	Mt Newman mining tank wagon

##### ROLLING STOCK : KIT BUILT

First	Ted Thoday	GWR Coaches
Second	Jack Eagles	'Workshop 5' model of a NSW SFX coach

##### STRUCTURES : SCRATCH BUILT

First	Steve Fairbotham	WAGR coaling tower
Second	Allan Hall	Freelance mine complex

##### STRUCTURES : KIT BUILT

First	Ted Thoday	'Suydam' Timber mill
Second	Rolf de Groote	N Gauge set of houses

The 'members' day at the Cohuna Miniature Railway has had to be cancelled due to a change in the arrangements between the Railway and the WA Live Steamers.

The exhibition in October is approaching fast, and the Exhibition Coordinator, Alan Porter, will be calling on you for your support in the near future. The electrics on the Ho layout are almost complete, so work can start soon on all the different aspects of scenery. General activity nights will be programmed to allow for group projects, to produce trees and structures for the layout.

#### PROGRAM

Mon 4 June	Adhesives and the Hobby Talk by Mr Gary Oliver, of 'Selleys'
Sat 9 June	General Club activities



Wed 13 June	Mid Year Auction - for all your unwanted railway modelling gear
Mon 18 June	General Club activities
Sat 23 June	" " "
Wed 27 June	" " "
Mon 2 July	Slide night. Bring along a dozen or so of those slides we haven't seen before
Sat 7 July	General Club activities
Wed 11 July	Loco Hauling Contest
	Bring your most powerful loco and have its hauling capacity tested
Mon 16 July	General Club activities
Sat 21 July	" " "
Wed 25 July	" " "
Mon 30 July	" " "
Mon 6 Aug	Films of Maurie Hotchin's Leigh Valley Railroad, presented by Jack Stanbridge
Sat 11 Aug	General Club activities
Wed 15 Aug	Layout visit - The Leigh Valley Railroad
Mon 20 Aug	General Club activities
Sat 25 Aug	" " "
Wed 29 Aug	" " "

Graham Watson  
Branch Reporter

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## FOR READERS LETTERS

The Editor

Dear Rex

I hope everything is beginning to come to order with Journal, and I think it is a pity that the reduction is necessary. Many views have been expressed about the Federal Magazine which seems to have become more and more a business proposition, and has, through pressure within the Club, outgrown the Hobby stage.

To a much lesser degree, I am sure that the availability of articles is limited because the copy has to be written by amateur hobbyists, and not professional modellers.

To many, the magazine has become a medium where 'professional' advice is expected to be available, instead of a place where an exchange of ideas is available. If the trend continues, the magazine will fail because expert advice is not usually free. The magazine, therefore, should perhaps go more professional in its articles, and the increase in its price either be taken out of the annual fees, or the Journal be only sent to subscribers.

The amateur hobbyist, in most cases, cannot afford the time to spend on his hobby, let alone become a prolific writer of articles on a subject he knows little about.

My sympathy lies with the Committee of Management and the 'staff' of Journal, because whatever decision is made by the COM, it will not be agreed to by all, and thus discontent prevails.

The above opinions are mine only, and not necessarily those of the Queensland Branch.

Robin J Walters



The Editor

Dear Rex

In response to the various appeals for copy for the Journal, members in Brisbane have got together to produce a little something, after discussing the matter at some length at a recent meeting.

A notice was also put in 'Green Board' so that country members would also be able to contribute.

Some of the results are enclosed. All members that have contributed hope that their efforts will be of some use. There is also some more to come.

Sincerely  
Jim Bilby

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## MODULAR RAILWAY MODELLING: Part 3

by Paul E Ingraham

### Electrical

Modular electrical systems must be reliable, versatile and simple, but 'not simpler than it needs to be', to quote Einstein.

Wire Code This needs to be sufficient to prevent power loss in the system. 18 AWG wire is adequate in most scales for rail feeder and internal module wiring. Larger wire may be desired for low voltage power feed lines. Line current wiring must meet safety codes, usually 11 AWG or larger, grounded.

A.C. Line Current It is often handy to have line current at the module for independent power supplies, tools, etc. This can be included in the module, but it is much simpler to simply supply an extension cord for the purpose. This is recommended for several reasons.

Electrical equipment is subject to inspection at meets. If it does not pass, the module cannot be used. But

if the line current wiring is not there, there can be no problem! By keeping the line current out of the module you also cut down on weight. Remember, that codes can require that metal boxes and conduit be used for this wiring. That adds a lot of weight.

To retain reversibility in the module, it would be necessary to install two sets of wiring in the module - one facing each direction. This is because, unlike low voltage wiring, you cannot use male-to-male patch cords for line voltage. There is always the possibility of an exposed end which someone could touch. That is dangerous - and therefore illegal!

The power supplied to all modules should include whatever is needed for the throttles used. A few systems used a central panel to run the entire layout, but most commonly some sort of walk-around control is used. The hand-held cabs generally use inputs of 12-16 volts d.c. or 16-18 volts a.c. In any case, both of these common modelling voltages are useful for many things on the modules and it is recommended that both be included.

Each through track should be isolable. This will greatly reduce problems of troubleshooting because each section can be disconnected and tested in turn without disrupting operations on those portions of the layout which are functioning properly. This means that each track's wiring should be carried across the interfaces separately in its own wires or connectors, NOT in a common connector with other tracks or the low voltage power lines. This separation of tracks is also necessary to ensure reversibility in the modules, particularly where keyed connectors are used.

There must be a way to divide each through track into control blocks. It might seem that the easiest way to do this would be to insert gapped connector tracks at the interfaces as required and pull the patch cords at those locations. This has several drawbacks.

As figure 9 illustrates, it means that each half of the connector track



is relying upon only one rail joiner for each rail for track power.

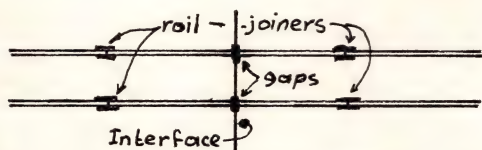


Figure 9 Gapping the connector track means less reliability

It means also that you will need twice as many connector tracks - one regular and one gapped for each interface - more loose pieces to misplace. It means that when you want to change block boundaries you have to stop operations, pull patch cords and replace connector tracks. There's a much better way - put the gaps in the module. By doing this, and connecting the two halves through a DPDT switch, all the problems are eliminated. Figure 10a shows the gap wiring scheme and Figure 10b the situation at the interface.

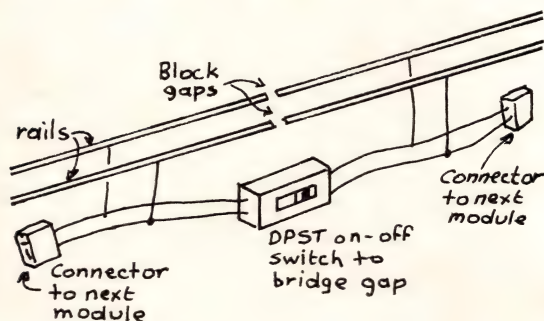


Figure 10 a

Through track gapped in module gives better reliability

The interface patch cords and connector tracks remain intact at all times providing reliable power transfer. Only one solid rail connector track is required for each interface. And block boundaries can be changed instantly, simply by throwing switches.

A means of connecting the hand-held

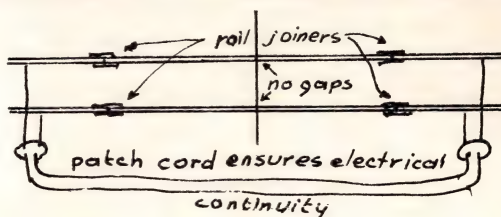


Figure 10b

With gap in the module, integrity of interface electrical connections is retained.

controllers into the module wiring is required. The simplest is a single plug in a throttle panel which derives its input from the low voltage power lines. The output is then patched or switched from the track power output to the tracks to be controlled. Such a system is shown in the electrical section of the proposed guidelines.

An important matter is the method of connecting the modules electrically across the interface. Most systems have adopted a standard type of connector as the fastest, simplest, most foolproof way to do this. Cinch-Jones connectors are the favourite because they are relatively inexpensive and almost universally available.

It should be pointed out here that plugs and receptacles designed for line current are NOT to be used for track or low voltage power lines because they could be connected to line power. This would mean exposed a.c. in the rails or a fire hazard in the wiring not adequate for the load. That's clearly dangerous and therefore illegal.

In specifying the interface electrical requirements, the following should be noted:

- 1 To make the modules reversible, a VERY desirable feature, both ends of the modules should have female sockets. Male-to-male patch cords should then be used between the modules. If a keyed



connector, such as the Cinch-Jones type is used, it will be necessary to provide for polarity reversal in the patch cords. This is easily done with a 'Y' patch cord in which one end carries reversed polarity. This is shown in the electrical section of the proposed guidelines. Male-to-male patch cords are okay for low voltage applications.

2 To prevent misconnections, the low voltage lines should use a different connection from the track patch cords. This will make it impossible to connect full power, a.c. or d.c., directly to the rails. A four-pin connector for

the a.c. or d.c. low voltage lines works well and ensures keeping that power from being fed directly to the rails. It also keeps the a.c. and d.c. from being crossed.

Power Supplies The size and type of supply and controllers used will vary widely with scale and the size of the layout and the equipment to be operated. If accessories will be run off the central power supply, or if special features, such as high frequency lighting, detection circuits or sound systems are to be used, the design of the supply will need to consider these factors.

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## WHY MODEL AUSTRALIAN PROTOTYPES ?

By Ken Edge-Williams

Why should we model a foreign railway or railroad? Is not our own good enough? Do we really know what or how the other countries run? Most likely we only know what we read in a book, and from your own experience you would know how our railways vary from the accepted norm.

Why pay a fortune buying books from overseas just to learn, when we can lean over our own back fence and glean all our information for free?

Our Australian railways combine some of both the American and English style and practice.

If you live in Queensland then should you model Queensland? Is it too hard? If you are a shake the box modeller then maybe it would, but if you can accept the challenge of modelling from scratch, then this is the one for you.

### Scale to Choose

There are three possible normal scales to choose from:  $\text{Sn}3\frac{1}{2}$ ,  $\text{HOn}3\frac{1}{2}$  and  $\text{TTn}3\frac{1}{2}$ , and these run to the track gauge of HO, TT and N. The most common and logical one to model is the  $\text{HOn}3\frac{1}{2}$ , as you can run all the other mass produced models of NSW, Vic, etc, on the

same layout, even though not the same track, and thus have a truly AUSTRALIAN layout.

Assuming you choose  $\text{HOn}3\frac{1}{2}$ , you would have to find a source of track and GEM TT track is just right. This is a line of nickel silver track with plastic base and has matching left and right hand points, and seems to be in production for many a year yet.

WHEELS will be next and PMH make TT wheels in three sizes and in disc and spoked pattern. PECO, which is available from the THREE MILLIMETRE SOCIETY CLUB in UK, also has some wheels.

UNDERFRAMES are available from the same source, and of those available, the PECO ones are far the best. PMH ones are HO NSW underframes that have to be narrowed.

So your railway needs BOGIES well then the PMH ones, when released, will simulate the more modern styles, and in the meantime, you have to narrow American style ones, and using PMH axle sets.

LOCO mechanisms are made by narrowing ATHERN SD9 etc, to get the 1550, 2100 and like styles. The Triang A1A+A1A



diesel, when available, does excellently for most others. Steam locos are scratch built from brass, or by adapting Triang TT locos, or by expanding N gauge mechanisms to fit into the tenders.

Wagons and coaches are easily built from scratch using styrene plastic, or

if you are in the Qld Branch, then you can use the Moulds to speed up production.

So there you are, start modelling and add a bit of SUNSHINE to your Australian layout to compliment your LIMA 44, etc.

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# A HOME OR CARRY BOX FOR YOUR MODELS

By Steve Malone

Do your favourite models get dirty laying around on the layout. Do they constantly become damaged or scratched from being handled in and out of boxes or storage? Do you need a carry case for your rolling stock. If so, here is an easy case to build cheaply to prevent damage to your models.

This case was build for housing six Sn3½ models, and it is up to the individual to choose the size and number of compartments, but the principle remains the same.

## Woodwork

The case is completely built from 2½" x ½" smooth pine. The width of the wood is worked out by allowing 1½" for the width of the rolling stock, plus two lots of ½" foam. The case is 13" long and 11" high. For the case, 12' of timber is used. This cuts up into eight 12" lengths for the horizontal pieces and four 11" lengths for the vertical pieces. 3/16" or 1/8" masonite is used to back the case.

## Assembling

The horizontal pieces are fitted with 3" spaces between them, and fitted to the upright sections with nails and wood glue. Make sure each side of the case is flat and square. The masonite is then nailed and glued on. With the two halves complete, they can be placed together and hinges and catches fitted, followed by the handle.

## Foam Packing

An 11" x 36" x ½" piece of foam was obtained and this was cut into 3" x 11" strips. These pieces were used for the sides and a piece of 11" x 15" x ¼" was cut into 11" x 2½" pieces and used for the base of each section. One edge of the ½" piece was covered with aquadhere, or similar wood glue, and stuck to the ¼" base - as you can see

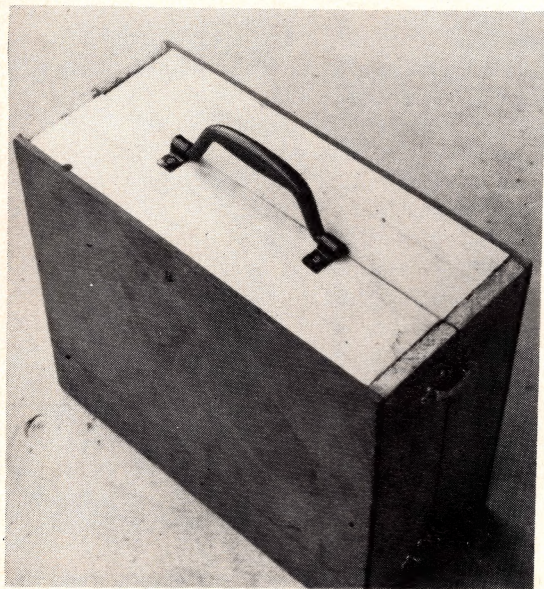


PHOTO 1 Shows the case closed, ready to store or taken anywhere



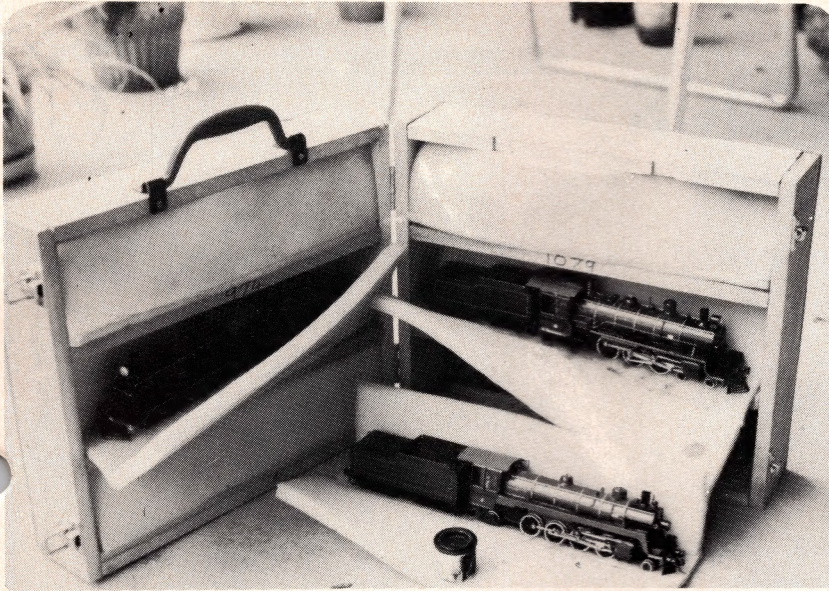
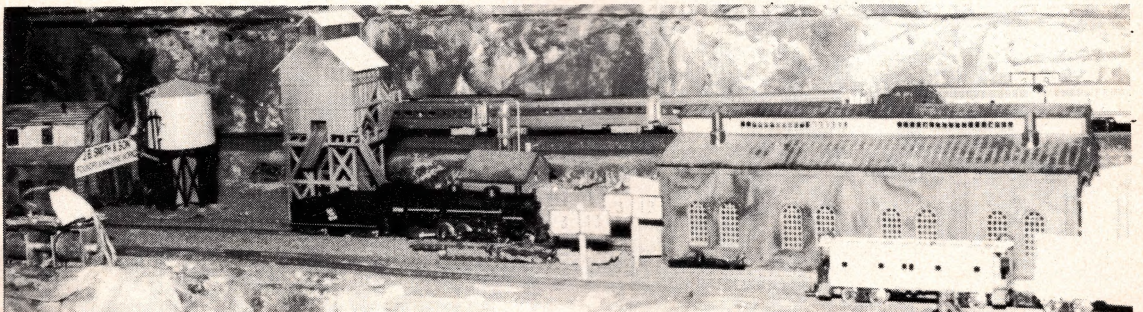


PHOTO 2  
Shows the case open. Notice how the handle is fitted, the handle saddles are bent so you can lift up the case as centrally as possible. The hinges are not shown; the ones used were two brass  $1\frac{1}{2}$ " x  $\frac{1}{2}$ " hinges, but the bigger the better. These are just screwed flat on to the back of the case

by photo No 2. The foam U shape is a good protector for the locos, and it is not stuck into the pockets in the case, so removing or replacing rolling stock becomes easy and not so abusive on your models.

The case can be laid horizontally or knocked over with no harm. I have used the case as a seat at several displays and exhibitions. So for less than \$10 and a couple of evenings work, one has provided the models with a safe place to be stored.

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## INTOY PROJECTS announce

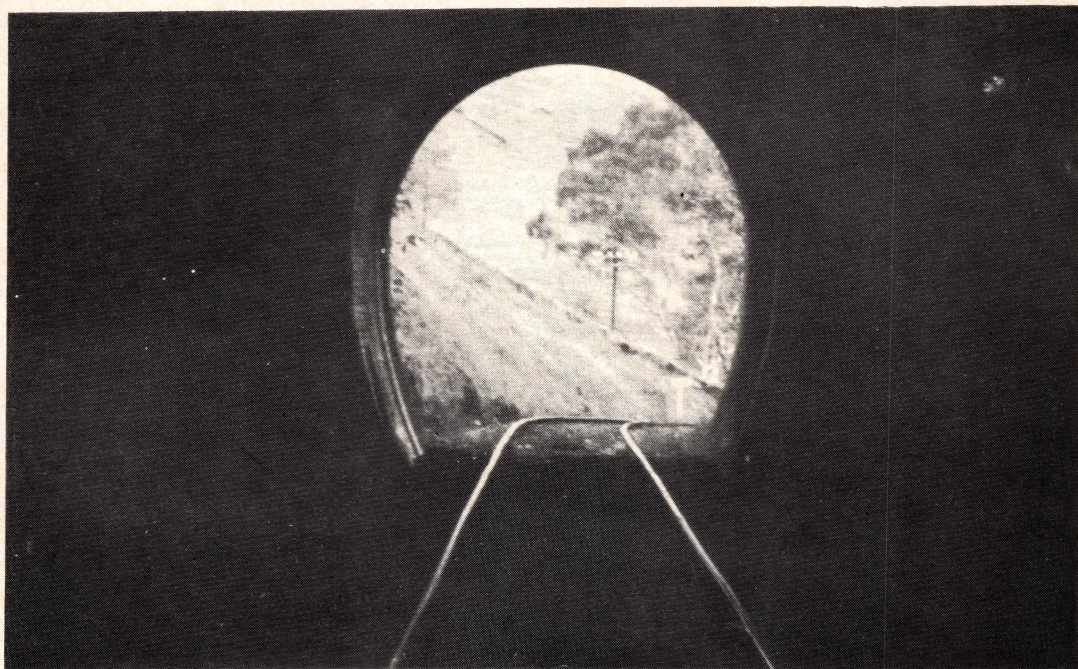
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# **THE END**